YANKEE AIR FORCE NEWSLETTER

P.O. BOX 1100
WILLOW RUN AIRPORT
YPSILANTI, MI 48197

Volume 2, No. 1 | January 1983 | 50¢

C-47 SQUADRON SPONSORS CONTEST TO GUESS THE NEW EMPTY WEIGHT OF THE YANKEE AIR FORCE C 47

Ron Haviland, Chief Maintenance Officer, announced at the General Membership Meeting that a 50/50 contest has started to guess the new empty weight of our C-47. All members are eligible and entries will be accepted through the last day of March, 1983. The C-47 has been stripped of the APU which was installed by ERIM, the wire and harness for the APU and other extraneous items prior to relicensing. The aircraft will be reweighed in April to determine its new empty weight. This is the weight of the airplane as it sits, with no fuel, oil, crew or cargo. To enter, please send $1.00 with your entry to C-47 Weight Contest C/O The Yankee Air Force, P.O. Box 1100, Ypsilanti, Mich. 48197. Each entry must include your name, YAF number, address, phone number and the weight you have have guessed. Enter as ofter as you like, but remember to include $1.00 with each entry. The money will be split, with 50% going to the winner, and 50% going to the C-47 maintenance fund. Here is a chance to help the fund and earn a little extra for yourself. In case of a tie, the winner will be determined as follows. First by postmark date and if there is still a tie, by guessing the exact date and time of lift off for the first test flight of the C-47. Please include the tie breaker guess in your entry also. Your calculations should start at 20,429 lbs. which was the previous empty weight before Ron and his crew began removing things. Get your entry postmarked early for the tie breaker. Remember, this money will help restore this aircraft, so send in as much as you can. Each dollar will qualify you for 1 entry. Don't Wait!

PAINT SCHEMES NEEDED IMMEDIATELY

The C-47 and The F-86 need paint schemes to continue their restoration to YAF showpieces. The C-47 could be Army or Navy colors, but should be WWII versions. Any pictures or sketches you wish to submit will be considered. The submitter of the selected paint scheme will have his/her name listed in the restoration credits for the C-47 or the F-86. The F-86 should have a 1955 era paint scheme.

NEW MAILING ADDRESS

Many members missed the article last month about the new mailing address. The address is Yankee Air Force, P.O. Box 1100, Ypsilanti, MI, 48197. Please inform everyone you know of the change.

GROUND SUPPORT EQUIPMENT NEEDED

Second Request!

If you have any of the following equipment, which could be donated or know anyone who has this equipment and would donate it, please call T.J. Wilkins, Frank Modlinski or Dennis Norton. You might check with manufacturers, factories, schools, airlines, or other aviation facilities. In addition, we need to have our aircraft tug rebuilt. Anyone wishing to help by rebuilding the tug call Frank, T.J. or Dennis immediately. This is a priority item. We need all of this equipment to move and support aircraft at the YAF facilities.

Low Boy Trailer
Gas Powered APU
Gas Powered GPU and Jet Starter Unit.
Aircraft Tow Bars, of all sizes
Heavy Aircraft Tug
Tractor with a sweeping brush
4 wheel drive truck such as Blazer
Aircraft jacks all sizes
Pre-heaters
Air compressor
Oil drip pans
snow plow

C-47 PARTS NEEDED IMMEDIATELY

The following parts are needed to continue the overhaul/restoration of the C-47. If you would like to donate or purchase for the YAF any of these parts let Ron Haviland know as soon as possible. Call Ron at 836-5732, or if you can't get Ron, call Bill Ray at 729-0139

1) Two rolls of 100' long, 2" wide Asbestos, cost $76.00 per roll.

2) 55 gallons of mineral spirits for cleaning purposes

3) Paint, masking tape and painting materials.

4) Misc. engine gaskets and seals for P & W R 1830-90D

5) Special tools to fit the engines and props

6) Aircraft windshield cleaner

7) Parts boxes of different sizes

8) Fourteen 9 G seats

10) Two Squibbs - Part # 841155 (explosive cartridges for engine fire bottles, from Walter Kiddie - cost $168.00

SNOW PLOWING NEEDED AT YAF HANGAR

If you own a snow plow and would like to help by plowing the Hangar ramps please call Al Bittner, T.J. Wilkins, or Frank Modlinski. This is an immediate need and a second request.

Newly installed Willow Run Division Board. Back row; L to R, Dave Cunningham, Frank Modlinski, Bill Wier, Paul Kasmer, Bob Smith. Front row; L to R. Audrey Ray, Dennis Norton, T.J. Wilkins, Nancy Lockwood.

YANKEE AIR FORCE NEWSLETTER

The official publication of the Yankee Air Force Inc.

Published monthly for the Yankee Air Force at Hangar 2041, A Street, Willow Run Airport, P.O. Box 1100, Ypsilanti, Michigan, 48197. Yankee Air Force Inc. is a non-profit corporation organized under the laws of the State of Michigan, and exempt from taxation under IRS Codes section 501 (C) (3). All copy and advertisements must reach the above address by the 15th of the month, for publication in the following months newsletter.

Editor	Dennis Norton
Calendar	Stan Reich
Hangar Talk	Frank Modlinski
Aircraft Reports	Jim Hanford
	Stan Reich
Advertisements	Terry Marsh

Limited space available for advertisements: Rates; 1" ad, $15.00 per issue or $165.00 in advance for a full year. 2" ad, $25.00 per issue or $275.00 in advance for a full year. Subscriptions available for $6.00 U.S. currency per year mailed within the United States and Canada. $9.00 per year mailed outside the U.S. and Canada. Write Yankee Air Force Newsletter, P.O. Box 1100, Ypsilanti, MI, 48197.

YANKEE AIR FORCE MEMBERSHIPS

Annual membership	$ 25.00
Annual Membership Spouse	10.00
Life Membership (individual)	500.00
Senior Life Membership (over 60)	250.00
Corporate Membership Minimum Annual Dues	500.00
Initiation Fee (one time fee paid by each new member upon joining).	10.00

Renewals must be received within 30 days after expiration, or member must renew as a new member with initiation fee.

WILLOW RUN COMMITTEE CHAIRPERSONS

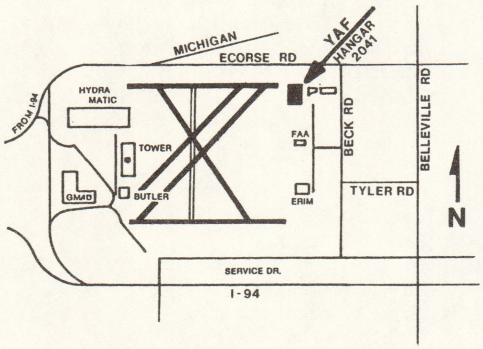
Aircraft Procurement, Dan Miller	291-3431
Bookeeper, Barb Sutton	
C-47 Squadron Cdr. Elmer Spencer	485-8900
Finance, Nancy Lockwood	482-4120
Fire Marshall, Bill Walter	941-4073
Fund Raising, John Schmitz	421-2053
F-86D Squadron Cdr. Scott Vetter	721-3711
Hangar, Al Bittner	699-9215
Hangar Rentals, Greg Smith	487-5965
Librarian, Barbara Cook	
Maintenance Chief, Ron Haviland	836-5732
Museum/Historian, Phil Lundy	644-9171
Membership, Jeff Gerling	881-7342
National Awards, Elmer Spencer	485-8900
Newsletter Ads, Terry Marsh	434-0990
Pilot Certification, Mike LaPine	485-7931

YAF HEADQUARTERS WILLOW RUN AIRPORT

The Yankee Air Force National Headquarters, Museum, Hangar and Flight Line is located at historic Willow Run Airport, in Ypsilanti, Michigan. Willow Run was built in 1941 by the U.S. Army to be the air base for Ford Motor Companys B-24 bomber plant, located on the west side of the field. The airport was owned by the University of Michigan until the mid 1970s and is now owned and operated by the Wayne County Road Commission which strongly supports our efforts to preserve a part of the history of Willow Run and Southeastern Michigan, as well as historical aviation in general.

To drive to Headquarters from the East or South, exit from I-94 at Belleville Rd., drive North to Tyler Rd. (about 1 mile), turn left on Tyler, then turn right on Beck and proceed to the Airport entrance on Beck Rd. From the West or North, follow Ecorse to Beck Rd., turn South on Beck and proceed to the Airport entrance. The YAF is located in the Northernmost hangar on the east ramp.

Headquarters is always open to all members who wish to visit or participate in restoration projects.



Willow Run Airport
Yankee Air Force Headquarters

LEE KOEPKE ANOUNCES START UP OF NEW A & P CLASSES

Detroit Institute of Aeronautics is beginning 2 FAA approved A&P classes. The first starts on Feb. 1. Classes are held from 5 pm to 10 pm Tue, Wed, and Thur. This is a 3 year evening course leading to an A&P rating.

The second course is a daytime course beginning on March 28. Classes are held from 8 am to 2:30 pm Mon-Fri. This is an 18 month course leading to an A&P rating. For further information call 483-3758.

Detroit Institute of Aeronautics is a non-profit educational institution.

Chairpersons cont.

Photography, Jim Walters,	481-0320
Publicity,	
Public Information Officer, George Taylor	434-4753
Retail Sales, Terry Emery	422-6278
RF-84K Squadron Cdr., Mike Willman	661-0440

YAF CALENDAR FEBRUARY, 1983

February
- 1 - YAF National Board Meeting; 7:00 Willow Run
- 1 - Det. Inst. of Aeronautics A&P class begins
- 2 - YAF General Membership Mtg. Willow Run, 7:30
- Northeast Division Mtg. 7:30 Essex County Airport
- Deadline for Newsletter items, February issue.
- 5 - F-86 Squadron Meeting, 1:00
- 9 - February Newsletter set up 7:30, YAF Hangar
- Mid-Michigan Division Meeting, 7:00, Skybolt Aviation, Bishop Airport, Flint.
- deadline for Willow Run Division Board Mtg. Agenda
- 16 - Willow Run Division Board Mtg. 7:30.
- Deadline for newsletter items for March issue.
- 23 - March Newsletter set up, 7:30 YAF Hangar

March
- 12/13 - Valiant Air Command Air Air Show, Cape Canaveral, Florida
- 13/19 - 9th annual Sun-n-Fun EAA fly in, Lakeland, Florida
- 30 - Last day for C-47 weight guessing contest.

May
- 8 - Mid-Michigan Division, Official Dedication Ceremony and Open House, Bishop Airport
- 15 - Willow Run Fly-in breakfast and Open House.
- 22 _ Kalamazoo Air Show

Coming Events

March - YAF Giant Garage Sale

April - YAF C-47 certification test flight

Spring - YAF Museum/Library Official Open House

- YAF trips to Air Force Museum and Selfridge Museum

June 11/12 "WILLOW RUN 83" Airshow Willow Run Airport

All members regardless of Division who can get vacation or time off, the week before the Airshow please help with the many jobs involved in setting up for this all important activity.

Aug. 26/28 Ypsi Yesteryear Heritage Festival

Sept. 25 Yankee Air Force Founders Day

Oct. 7/9 Ypsi Apple Harvest Weekend

Note:
If you hear of any event related to warbirds, antique or classic aircraft please get the information to Stan Reich for the calendar. If there is not time enough for the newsletter, please call Stan (427-8014) or Jim Walters (481-0320) so we can get photos.

Stan Reich YAF # 055

National News

NATIONAL BOARD PRESIDENTS REPORT

Happy New Year from the National Board of Directors!

As we begin a new year, it is encouraging to look back and realize that last year was a very successful year for getting the Yankee Air Force off the ground. It was a very special year for all of us as we saw this organization develop so quickly, I think we all must recognize Dennis Norton for spearheading this initial development.

Looking ahead to 1983, it is easy to see that we must continue to develop a strong foundation for the years to come. It will take a great deal of thought, planning, patience, and effort. Not only by the various Boards of Directors, but also by every member if we want to keep the Yankee Air force healthy and growing. Things that are accomplished or left undone in 1983 will set the stage for the future of the Yankee Air Force for years to come.

One of the prime concerns for 1983 will be the continued development of the hangar, museum, and aircraft at Willow Run. It must continue to be something that every member of the Yankee Air Force can constantly look to with pride. Look for ways to improve the Yankee Air Force and for ways to help out in your area. If each member does a little, a great deal can be accomplished. We all must take the time to achieve the highest quality standards in every aspect of this organization.

The Yankee Air Force National Board will do all it can to support, assist and develop each Division, but each Division Board must develop a strong plan and focus in on certain priorities in 1983. This will give us a good start, however, you as the people of the Yankee Air Force will have to do your part to make it work. Help make 1983 the year that the Yankee Air Force really becomes the nationallly respected organization we all expect it to be.

Harry A. Terpstra
President
National Board

YAF NATIONAL AWARDS PROCEDURES

The following explains the procedures each Division should follow in selecting a Division Honoree and entering that person for the YAF National Award for the Advancement of Aviation

1) The Division President should appoint a committee (suggested minimum of 3). The committee members should be active and knowledgeable of aviation with well documented credentials.

2) Select a person within the Division Boundary, a person past or present who has contributed by performance, advancement, or promotion of aviation. All data for selection consideration must be well documented confirming the achievements, etc. The persons name must be forwarded to the National Award and Honor Committee prior to March 15, 1983. (Subsequent years after 1983, this name shall be submitted prior to Feb. 1) The Division Award, Plaque, etc, shall be presented during a Division function, Dinner Dance, airshow, etc. by June 15, 1983, with your Public Relations Officer exploiting all possible media coverage.

3) The recipient of the Division Award will represent the Division for the Yankee Air Force National Award.

4) The YAF National Award winner will be selected from a slate comprised of all the Division winners by the National Award and Honor Committee.

5) The National Award presentation shall take place at the annual National Awards Dinner Dance, following the Willow Run Airshow, during the middle of June.

6) It is most important that the credibility of the YAF be maintained throughout this event, with as much media exposure as possible. We must make every effort to make this occasion an honor and a most memorable event for the recipients or their family of both the Division and National Awards; something that they will cherish forever.

7) Suggestions or ideas are encouraged.

Elmer C. Spencer
National Awards and Honors Ch.
313-427-1401

LETTERS TO THE EDITOR

Sir: Was really pleased to read in Hangar Talk, one of my favorite poems "High Flight". I had been looking for a copy of it for some time. I'd like to submit to you another, of the same caliber written by William Butler Yeats which goes like this---

I know that I shall meet my fate
Somewhere among the clouds above;
Those that I fight I do not hate,
Those that I guard I do not love;
Nor law, Nor duty bade me fight,
Nor public men, nor cheering crowds,
A lonely impulse of delight
Drove to this tumult in the clouds.

Albert V. Arnold YAF #979

Dear Sir; I ignored it the first time you did it (November issue) but the "Special Feature" in the #12 issue did it again! It's spelled Charles Lindbergh. Thanks. Hows the Liberator coming?

Bob McGuire YAF #267,
Manager, Liberator Club

Thanks Bob for your attention. The Liberator project is moving slowly but surely as you'll see in other articles in this issue. Anyone interested in joining the Liberator Club contact Bob at PO Box 841, SanDiego, California, 92112

YANKEE AIR FORCE DIVISIONS

Willow Run, YAF First Division

Hangar 2041 (A street)
Willow Run Airport (east side)
PO Box 1100
Ypsilanti, MI, 48197
313-483-4030

Meetings 1st Wednesday of each month 7:30 -YAF Hangar. All Divisions are encouraged to participate in the meetings at Willow Run and to be a part of the activities at National Headquarters.

Northeast, YAF Second Division

Essex County Airport
125 Passaic Ave
Fairfield, N.J., 07006
201-575-9621

Meetings 1st Wed. of each month, 7:30 2nd floor Essex County Improvement Authority Bldg.

Mid-Michigan, YAF Third Division

Flint Bishop Airport
G-3101 West Bristol Rd.
Flint, MI, 48507

Meetings 2nd Wed. of each month, 7:00 Skybolt Aviation Hangar, Bishop.

YAF AREA REPRESENTATIVES

Area Representatives have been selected to represent the Yankee Air Force in a particular area. Their purpose is to try to develope the publicity and interest in that area for a YAF Division. Please call them if you wish to participate.

West Michigan
Ed Teliczan YAF #231
PO Box 428
Baldwin, MI 49304
616-898-2387

Boston, Mass.

Rusty Restuccia YAF#345
100 Willard st.
Quincy, Mass. 02168
617-479-4678

Sioux City, Iowa

Don Keller
3305 Chalet Ct.
Sioux City, Iowa 51106
712-276-3847

Southern Wisconsin/Northern Illinois

Sam Taber YAF#850
1211 Anthony St.
Apt. # 6
Janesville, Wisc. 53545
608-752-6766

Southern Illinois

Ray Teliczan Sr.
1313 Lincoln St.
Mascoutah, ILL 62258

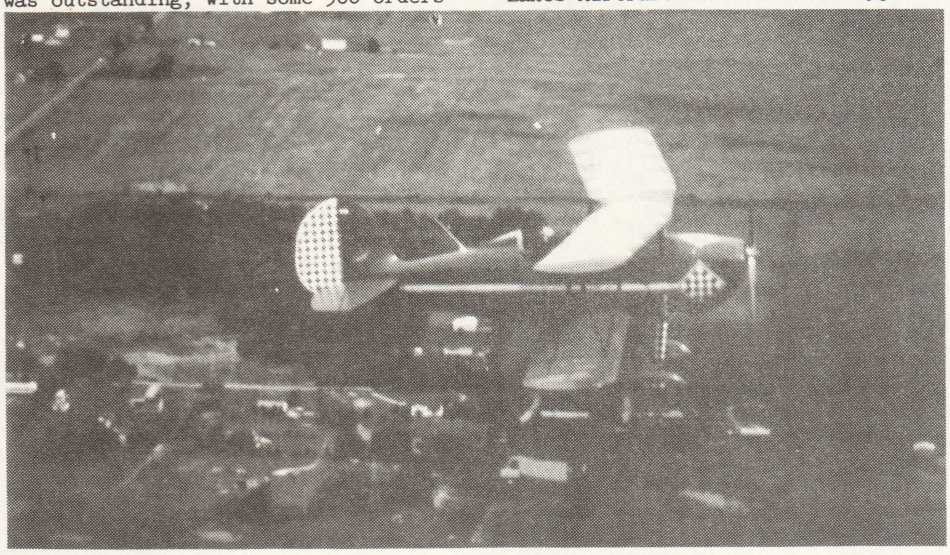
If you have the interest in working to start a Division of the Yankee Air Force in your area, and are willing to be an Area Representative send your request to the Yankee Air Force at the Willow Run address.

DAVE SOMERS GREAT LAKES SPORT-TRAINER REPLICA

"In late 1929 emerged a cocky little sweptwing sport trainer biplane (the Great Lakes), probably one of the most distinctive looking and most recognizable airplanes of its time; a heart-warming combination of dash and performance that offered many a chance to play sportsman-pilot on a very modest budget." Thus wrote J.P. Juptner in U.S. Civil Aircraft, Vol. 2. The orange biplane in our hangar (FAA registration number N3292 is a replica of the famous Great Lakes 2-T-1E sport trainer. It is also the pride and joy of Davis M. (Dave) Somers, YAF #714.

As a result of lagging military contracts, the Great Lakes Aircraft Co. of Cleveland began work in 1928 on a tandem seat biplane, designated the 2-T-1 "Straight Wing". Although the prototype proved to be tail-heavy it was decided to add ballast in the forward cockpit, and display the machine at an aeronautical show in Detroit in March, 1929. Its reception was outstanding, with some 500 orders received by show's end. With the receipt of another 100 orders at the Cleveland Air Races, the tail-heavy condition posed a serious problem. Since the compact design allowed little change in the basic package, the solution was found elsewhere; a nine degree sweep-back in the upper wing altered the aircraft's balance sufficiently to solve the problem, and greatly improved performance. Only four models of the Straight Wing were produced.

After approximately 50 models of the 2-T-1 "Swept Wing" had been built, it was superceded by the 2-T-1A, which had an American Cirrus engine of 90 hp. With over 700 backorders, and the airfield humming with aircraft leaving on delivery flights, the dark clouds of depression descended. Although a new model with an inverted Cirrus engine, the 2-T-1E was introduced in 1930, hundreds of orders were cancelled. While Navy Contracts provided some relief, Great Lakes Aircraft went under in 1936.

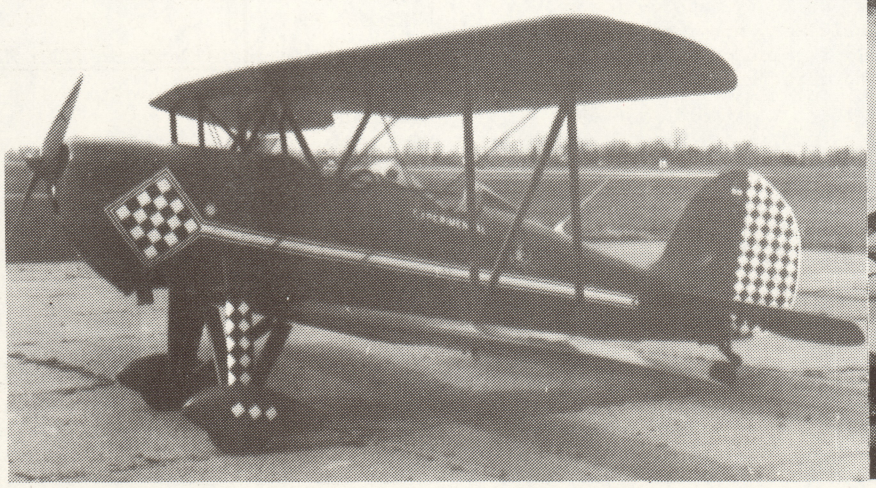


Dave Somers YAF #714 shown flying his Great Lakes 2-T-1E Replica.

The design has remained a favorite with stunt pilots, and many of the original aircraft have received more powerful engines for use in aerobatics. The original plans have been revived several times for home-builders and manufacturing ventures, however construction is so difficult that few are completed. A major obstacle is the welding of the airframe to the metal ribs. In the late '60's, a group of homebuilders in Louisville Ky., pooled their resources to build 10 aircraft for their own use. Dave's plane, acquired in 1978 is one of three known to have been completed. It has a 26½ ft. wingspan, and an overall length of 21 ft. After a few flights, the aircraft went into Jim Hazlett's shop in Ann Arbor for restoration by Jim, Dave, Dave's son Timothy, and Al Lutz. It took to the air again in July 1980, some 100 lbs. lighter and, "a much better airplane. Powered by a Lycoming 150 hp air-cooled engine with a fixed pitch prop, the craft has a maximum speed of 110 mph, and cruises at 95 mph. It's range is approximately 240 miles.

Dave received his single and multi-engine licenses courtesy of Uncle Sam. Born and raised in Flint, he joined the Army Air Corps after high school. Before he entered flight training, he completed two years of engineering studies at the University of Akron - in 5 months time! In 1944 he entered flight training, progressing from the Ryan PT-22 through the AT-6, BT-13, and P-39, to the P-38. In June, 1945, Lt. Somers joined the 68th Fighter Squadron, 347th FG, 13th Air Force, on the Philippine island of Palawan (which was also home of two Liberator-equipped Navy Patrol Squadrons). From there he flew ground support missions and patrols in the P-38L. His unit was also training for Operation OLYMPIC, the invasion of Japan, scheduled for November 1945.

Dave acquired 275 hours in the P-38,



1st Lt. Davis Somers, USAAF 68th FS, Palawan Is. 1945 in P-38 which he flew.

Great Lakes Report continued

which he described as "just a big pussy cat. Although it weighed 10 tons, he said, "it flew like a dream". Dave's most memorable mission (and undoubtedly his shortest), however, was more like a nightmare. He had just lifted off from Ontario, Calif. Army Air Base, when the left engine seized up. His only option was to belly in, during which time the wind-milling prop tore loose and landed on his canopy. "I still have scars from that one", he chuckled.

By V-J Day Dave had 17 missions credited. He remained in the Philippines until May, 1946, flying P-51s with the 18th FG. They flew a lot of patrols, because of the large number of former enemy forces who weren't aware that the war was over. After release from active duty, Dave returned to Flint, and entered banking. Since then, he has lived in several Michigan cities, and received an MA degree in banking from Rutgers. Today he owns a real estate appraisal company, and he resides in Saline.

Dave has about 3000 hours total flying time. Although he previously owned a Piper Tri Pacer and part of a Mooney, the Great Lakes is clearly his favorite. It does not have an inverted flight system, which imposes some limits on aerobatics, but it can make smoke by injecting oil into the exhausts. A bit of sky writing and some impromptu aerobatics are part of Daves enjoyment.

Jim Hanford

Larry Silver (left) and Ron Haviland removing one of the batteries from the C-47 in the YAF Hangar.

AIRCRAFT PROCUREMENT

B-24: After a meeting with John Bowditch of the Henry Ford Museum, and subsequent discussions with Dennis Norton, it was decided that Mr. Bowditch would try to establish the location of the B-24s in India through Mr. Bowditchs pursuing the matter in our interest. Ed Kaleta in California knows the location of a B-24 in the central Pacific. He claims to have photographs of the plane, but will not give us any further information until he receives a letter of intent from our group, which I am preparing. Two more contacts have recently been found, one through George Griffith, and one through Lee Koepke. Both are being investigated.

B-29 No further correspondence has been received from Federal Property Disposal.

B-26: On top of a building in Canada. Ed Harding of Kingsville, Ont., provided us with the initial lead on the airplane. He is also doing the leg work on it. As of Dec. 1, he had talked to the owners son. He thinks it is an A-20 Havoc. It has no engines or landing gear, some sheet aluminum has been replaced with fiberglass, and interior is gutted. We do not know if owner is willing to donate.

F-86-D: Oshawa, Canada. Possible donation, another aircraft lead being pursued by Ed Harding. The aircraft is sitting at Oshawa Co. Airport. It was apparantly donated to the airport. The airport manager wants to get rid of the plane and would like to see it go to a museum. It does not belong to the Canadian government Ed has seen our F-86 and says that this one is in much better shape. Cockpit is supposedly intact. Good canopy and engine.

Call me with any leads.

Dan Miller, Chairman

AIRCRAFT NOW ON DISPLAY IN THE YANKEE AIR FORCE MUSEUM

C-47 Skytrain, USAAF Transport	1945
F-86D Sabre Jet USAF (being restored)	1955
RF-84K Thunderflash USAF (being restored)	1955
AD-4NA Skyraider USAF	1952
AT-6 Texan USAAF Trainer WWII	
PT-19 USAAF Trainer WWII	
PT-23 RCAF Trainer WWII	
SV-4C Stampe French Air Force WWII Trainer	1953
Navion USAF (L-4)USN (NE1) Trainer	
J-3 Cub USAAF/USN Trainer	
SNB USN Trainer (USAAF AT-11) (being restored)	
Great Lakes 2-T-1 Replica	
Aircoup	

The dates listed are the dates of man ufacture for the specific aircraft in the YAF Hangar.

C-47 PROGRESS

Work items in progress or planned.

1) Comply with Aircraft Specification No. A-669 (70 % complete)
2) Complete Phase ck nos. 9 & 10 plus 50 hour service check (40 % complete)
3) Comply with all recurring Airworthiness Directives (20% complete)
4) Establish a new operating weight
5) Determine how the aircraft is to be painted (looking for suggestions)
6) Determine a name (send in ideas)
7) Floor modification to cover camera wells with a removable floor of better than original strength (research)
8) All work to be completed for FAA certification by 28 April, 1983.
9) Aircraft to be test flown.
10) Contest to guess new empty weight proceeds for C-47 fund. (see pg. 1)

Ron Haviland YAF #021
Chief Maintenance Officer

F-86 RESTORATION

We now have regularly scheduled meetings which are held on the Saturday after the general membership meeting at 1:00 pm.

Anyone seeing an F-86 please get information on it and give me a call. Also, anyone with welding or sheet metal experience please give me a call. Our current projects are cleaning up the aircraft, undenting the external wing tanks, and finding parts and manuals. Future projects are; having the '86' acid-etched, painting, and building an information plaque.

Scott Vetter YAF #211
F-86 Squadron Cdr.

RF-84K RESTORATION

We just signed the formal agreement with the US Air Force Museum for the restoration of the RF-84K. The aircraft is now officially assigned to the Yankee Air Force, and we should be able to get the gear and engine from Selfridge Museum shortly. If anyone has contacts for parts or manuals for the F-84F, RF-84F or RF-84K, please call Mike Willman.

Thanks to Col. Stone at Selfridge, we have come up with the serial numbers of all of the RF-84Ks which were flown by the Michigan ANG. If anyone knows the whereabouts of any of these or knows what happened to them please call Mike Willman or Phil Lundy. From the 171st; 52-7259 (in the YAF Hangar now), 52-7260, 52-7262 52-7267. From the 107th; 52-7254, 52-7265, 52-7275, 52-7251 (this last one may have been an F model rather than a K). Col. Stones records indicate that 1 went to Grosse Pte. Shores, and 1 went to Livonia. Anyone know of any of these aircraft?

Did you know that all three of the YAF Aircraft were based in Michigan at one time or another? The C-47 and F-86 at Selfridge Air Force Base, and the RF-84K at Detroit Metro with the Michigan ANG before they moved to Selfridge.

FIRE SAFETY IN THE HANGAR

Winter is here and cold weather is with us again. Basic heating of work areas and rooms may be done with quartz heaters only. No open flame heaters can be used because of the possibility of explosion and fire caused by the gasoline fumes. With the hangar doors closed most of the time, this is a real possibility. Also, no smoking is allowed in the hangar except in the areas set aside for this, which are the kitchen and main meeting room and if a meeting is in progress in one of these rooms, you must use only the other room. If meetings are in progress in both rooms you must go outside to smoke. Anyone smoking or using the heaters in a manner not allowed will be asked to leave the hangar, plus this person or persons name will be turned over to the Board for further action.

Let's not join the mile high club the hard way. We have too much to lose here. If you have any questions, please feel free to call me. Have a happy and safe 1983!

Bill Walter YAF#618
Fire Marshall

PHOTO COMMITTEE REQUEST

Would the person who enlarged the B-24 negatives for the photo committee in September please contact Jim Walter, 481-0320.

FRIENDS OF THE MUSEUM/LIBRARY

Donations of Articles or Movies
In the past, many articles have been donated to the Museum/Library which is the prime source of acquiring artifacts. So many articles have come into our posession which have not been identified as to the donor. We are asking your help. In the future, should you or your friends have items to donate, please have the articles or books, etc. properly identified with names and addresses. Should you as an individual, be in the hangar when someone, who is a stranger to you, wants to drop articles off, we ask that you carefully note the donors name and address. In this way, we can keep an accurate record of all items. Your help will be sincerely appreciated.

Mannequins
Do any or our members have access to donations of mannequins for the uniforms being donated? We presently have need for about 10 male and 2 female mannequins. Arrangements can be made to pick-up any mannequins available. These need not be in mint or new condition. The YAF has the facilities to repair mannequins so don't let damaged ones deter you. Full length mannequins are required. Anyone have any contacts at Hudsons?

Special Meeting-Museum
A special meeting has been called on Sat. February 12, to discuss the "Themes and Direction" for your museum. We invite all members to this meeting. The agenda will include room theme and responsibility, plus acquisition of articles for each room. Anyone interested in the Museum/Library is invited to attend. Again, the meeting is at 10:00 AM on Saturday Feb. 12, 1983. It will be held in the small conferance room adjacent to the kitchen.

Open House-Library
We are diligently working towards having our official open house for the YAF Library in the spring of 1983. Work has progressed quite will by Bill Lary and his construction and remodeling group. Barbara Cook is busy as a little beaver logging in all of the books received to date. The official date for the open house will be posted in the March newsletter. Keep an eye out for the date as we would like all of our members to be there.

Philip A. Lundy
Museum Director
455-4438/ 644-9176

Chuck Wooliver, YAF#083 shown at the Jan. Meeting donating $50 to start a "Pass the Hat Drive for the C-47".

FUND RAISING NEWS

As a result of the committment to generate $150,000 for the B-24 acquisition in 1983, $12,500 will have to be raised every month. Two immediate projects are underway.

Garage Sale - will be held in early spring. Dee Wilkie (495-1111) is the committee chairperson. Please contact her to volunteer your help and experience. Sale items can be donated on the nights of General Meetings and Saturdays. Receipts will be provided for tax purposes. This is a YAF wide sale open to all divisions to help fund the B-24.

50/50 Raffle - We urgently need people to run a monthly raffle at the meetings. Please contact me if you can help or if you have fund raising ideas.

John Schmitz 421-2053

HANGAR NEEDS

Pipewrenches	Crescent Wrenches
Ratchet sets	spray cleaners
Metric tools	extension ladder
Staple Gun	Polyethelene rolls
Sandpaper	300 folding chairs
Oil	12 ft. movie screen
Caulk	Telephone recorder
Insulation	Parachute Canopys
Water meter	Sabre Saw and blades
Scaffolding	Florescent Fixtures
Fire Alarm	Florescent bulbs
Burglar Alarm	Regular light bulbs
Linoleum Tile	Electrical Wire
Folding Tables	Electric space heat
Bookshelves	16 mm movie camera
Copy Machine	16 mm projector
File folders	Video Recorder
Cabinets	Video Camera
Mops	Cassette Tape Player
Snow Shovels	Slide Projector
Arc Welder	Opaque projector
Gas Welder	Acetylene Torch
Deep Freezer	Propane Torch
Color TV	Suspended Ceiling
Filing Cabinets	Spray paint guns
Record Player	Tape Recorder

All members - here is a way you can help. We are slowing down on getting things donated to us, things we desperatly need. If we don't get them donated we will have to start spending money from our aircraft funds to purchase them. Check with business factories and friends. All are tax deductible.

MANPOWER COMMITTEE FORMING

The Manpower Committee is in desperate need of volunteers and someone to chair this committee. Many specific committees will be using their own volunteers to accomplish assigned tasks, but often will need extra support from the manpower group. Additionally, many times tasks arise that do not meet the specific roles of other standing committees. Again, the Manpower Committee volunteers step in to support our organization. This Committee offers all members the opportunity to support the many and varied activities of the Yankee Air Force in ways unknown to members fo specialized groups. It provides you with access to people and programs throughout the organization and will allow you to provide a depth of talent not available anywhere else Please seriously consider involving yourself in this most important area and become proud of your efforts in expanding the effectiveness of your Yankee Air Force. Contact Willow Run Board member Robert Smith, evenings 313-649-2234, or any of the YAF Officers for the big thanks.

Bob is new to the Board this year and is doing a tremendous job with this Manpower Committee. Its a committee which will benefit the YAF as much if not more than any committee we now have. I urge everyone who is not working on a project to volunteer for Bobs Committee. Its a good way to become involved on a more limited basis.

Dennis Norton

YANKEE AIR FORCE ORGANIZATION

In July of 1982, the Board of Directors began to realize that if the YAF was going to continue to grow at the then current rate, the scope of responsibilites of operating the YAF was going to be too broad for a single group to administer properly. At the same time we began to receive serious inquiries into the feasibility of starting chapters around the country. We looked at a number of directions we could go in and we reviewed the structures of other national aviation related organizations. The following is a brief discussion about our decision.

Basically, as of January 1, 1983, the Yankee Air Force has a Corporate or National Board of Directors with the three Division organizations operating within the National structure on an equal basis. Let us take a few minutes to answer a few questions that you might have.

Why did the original Board decide to set up the National and Division organization?

-Primarily to present a uniform image and administration to all members, i.e. same rights, privileges and opportunities.
-To involve more people in leadership positions, to spread responsibilities over a wider base, hopefully, so that more issues could be resolved properly. -To unify activities of a rapidly growing organization and to enable us to conduct Yankee Air Force business in a professional manner.
-Provide a system of checks and balances.

What will be the general responsibilities of the National Board?

-Assure that all Divisions maintain a professional image and represent the YAF properly.

-Overall management of the Corporation, i.e. coordination of Division activities, maintain Corporate records, interaction with government agencies.
-Prepare Yankee Air Force Newsletter.
-Represent the Yankee Air Force nationally to the general public and to the business world.
-Assign assets of Corporation to Divisions and assure their proper use.
-Develop Yankee Air Force policies and standard procedures and take steps required to assure that quality and safety standards are followed.

What will be the general responsibilities of a Division?

-Day to day business operations on a local level.
-Represent Yankee Air Force to local members.
-Develop and administer all YAF events, responsible for provit or loss.
-Assist National with aircraft searches and procurement.
-Input into National policies and written reports monthly.
-Maintenance and operation of aircraft and facilities.

What does this mean for the Willow Run Division?

We all recognize the importance of Willow Run as the birthplace of the Yankee Air Force. We do not expect any noticeable changes here, except, hopefully, that there will be more opportunity to plan for development and problem solving by the Board. It will be important to continue to develop the Museum and aircraft at Willow Run as it is the heart of the Yankee Air Force. The members here will continue to benefit from being able to participate in the activities here, to be able to take pride in knowing that they are doing their share to make this organization work, and are acting as leaders in our efforts. The Willow Run Division will operate much as it has been but under the Divisional policies, much the same as the other Divisions do. However, we have made a number of exceptions where common sense dictated it.

The profits from the Yankee Air Force Airshow at Willow Run will go into a fund for restoration of the hangar and museum and for purchase of aircraft for the Willow Run Flight Line.

The various Aircraft Procurement funds such as the B-24, C-47 and B-29 funds will remain at Willow Run for procurement of those aircraft for the Willow Run Flight Line.

All Yankee Air Force members who do not live in the geographical area of another Division will be assigned to the Willow Run Division as they are now, until such time as a Division is formed in their areas.

It is difficult to anticipate all questions or to address all of the issues in an article like this. We have copies of Bylaws and Division Regulations available for those who would like to know more about what we are trying to do. We believe that the key to making the YAF successful will be to remain as flexible as possible and to be willing to adjust our policies if it seems to be in the best interests of the membership. The quidelines that have been developed are intended to allow flexible operation and development within a national organizational structure.

Please feel free to contact us by phone or in writing if you have any questions or concerns about the National or Divisional Responsibilities.

Harry A. Terpstra
Dennis E. Norton

BLUE ANGELS TO APPEAR AT "WILLOW RUN 83" AIRSHOW

Chuck Newcomb has informed us that the US Navy Blue Angels will once again appear at the Willow Run Airshow on June 11 and 12, 1983.

WILLOW RUN DIVISION PRESIDENTS REPORT

A new year begins, and with it comes some changes in areas of responsibilities, and some changes in the function and responsibilities of the Directors. Each director is responsible for specific areas of operation They will not be acting as chairpersons, but as coordinators, and problem solvers. Please work with chairpersons first, and then the directors. The Board Meetings will remain the 3rd Wednesday of each month. Some procedural changes are being put into effect at the Board Meetings. #1, no smoking is allowed in the meeting room from ½ hour before to ½hour after the meeting. #2, Audience participation must be limited to the Audience Participation portion of the Agenda. This is to allow the board the opportunity to discuss without interrupeion the matters at hand. If you wish to comment on an agenda item, please state so during the audience participation section, and if time permits you will be called on after all board members have spoken. However, discussion is limited to 10 minutes on each item, so you may not be able to speak if time runs out. Please try to communicate with board members before the meeting, if you have concerns. That is their job, to listen and communicate. Your job is to use them. Please remember, this is a Board Meeting, not a Membership meeting. #3, It may be necessary to hold short closed meetings of the Board when discussing critical or sensitive issues such as specific persons, finances or specific airplane purchases which we do not want to get out to others who may try to jump in ahead of us. Your understanding in these matters is appreciated.

Please give your help this year, especially if you didn't help last year. This is your organization and it will succeed or fail on your participation. Volunteer for the manpower committee or a specific hangar or restoration project. Hangar restoration must continue on its present schedule to finish by airshow time. Membership volunteerism is the lifeblood of this organization. We must have more volunteers to make it succeed. We've come a long way, but we've a long way to go. All projects are moving along satisfactorily. Donations are slipping somewhat, so work on that one.

The membership voted to raise and commit $150,000 to the B-24 this year which allows us to proceed on a stronger base in negociation with the Indian connections. We have over $85,000 committed so the rest should not be impossible. It will take concerted effort by all, including 300 needed to run the airshow. Fund Raising and Hangar Restoration as you can see are the 2 major projects for this year. Please help.

Dennis Norton YAF# 001

LIBERATOR LOGBOOK

One of the best known flying stories of WWII is how they shot down Admiral Yamamoto in 1943, with a squadron of P-38s. Far more obscure is how they shot down Admiral Yamagata in 1945, with a LIBERATOR (actually a Navy PB4Y). If you are among those who haven't heard this one - well, read on.

By early 1945 Liberator and Privateer Patrol squadrons, flying over 1,000 miles from their Philippine bases, were covering the enemy coastline each day from Singapore northward, almost to Shanghai. The Buccaneers of Navy Patrol Squadron VPB-104 operated their PB4Ys from Tacloban on Leyte at 68,000 lb gross weight, some 3,000 lbs. in excess of the emergency war overload. Tacloban Field was covered with loosely laid Marston mat, which undulated so much that every take-off became an uphill run. When the gasoline and bomb-laden aircraft reached the end of the strip, with its two-foot drop to the water, it was a case of pulling the airplane up and hoping.

On March 17, 1945, Lt. Paul Stevens, the Buccaneers' Executive Officer, was told at briefing that Adm. Seigo Yamagata was moving his headquarters, and was expected to pass through Stevens' patrol area. Stevens' mission: get the admiral. The patrol route went up the east coast of Formosa, then through the straits and south along the coast of China. To make the rendezvous meant a delayed take-off and returning after dark.

Because of clouds, the mission was uneventful until they reached the China coast. Several miles along the coast, Stevens spotted a Japanese freighter leaving a harbor, accompanied by a destroyer. All Navy pilots had a healthy respect for Japanese destroyers, but this one appeared to be just out of effective gun range, and Stevens decided to go for it. With bow and top turret guns blazing, the PB4Y roared in at mast-head height, and dropped its 100 pound bombs on the freighter. Passing over the target, Stevens pressed his face into the bubble-shaped cockpit side window, and observed hits. As the blazing ship turned a half -circle, the bomber made another pass. Although the destroyer was firing wildly, there was no gun fire from the freighter - her crew was going overboard as the Privateer zoomed by.

A few minutes later, a crewman spotted two Jake float-planes flying in the opposit direction. Keeping low on the water, Stevens hauled the bomber about, and moved into the number three spot in their formation. They drew so close to one airplane that Stevens saw the rear gunner, who faced aft, look in his direction, turn away, and turn back, a look of classic disbelief on his face. Then the PB4Y gunners cut loose. One Jake went down, but the other took refuge over the destroyer until his attacker flew away.

After about thirty minutes, Stevens sighted a bogey roughly five miles ahead and several thousand feet above them. As they closed, they identified a giant Emily four-engine flying boat with all guns removed. This was what they had been sent to intercept.

Stevens alerted the crew, applied full power, and commenced an attack which ended with a zoom climb to almost point-blank range. Numerous bullet strikes were observed along the fuselage, but Stevens soon regretted hot having told the gunners to shoot at engines; at the end of the zoom climb the bomber stalled out, and during recovery it lost both height and distance. The battered Emily poured on the power, headed north, and descended slowly, forcing the Americans into a tail chase. Even with full power, the PB4Y gained slowly. Finally the co-pilot asked how long they were going to continue. "To Yokyo if necessary" the excited Stevens snapped, however he quickly realized what the co-pilot meant. They had used a lot of fuel in the attacks on the ship and the Jakes, and now he had to decide between getting the Emily and getting all the way home. He was heartsick as he turned the plane toward base and watched the wounded Emily draw away. The LIberator arrived safely after a 13 hour flight, and a dejected Stevens filed his report.

At lunch two days later, Stevens was upset when he noticed the Squadron CO and the Commander of Fleet Air Wing 17 were obviously talking about him. But when they called him over to their table and told him he'd gotten the admiral, Stevens was dumbfounded. After coaxing the details from the Intelligence Officer, he learned that their only firing pass had killed both pilots. The Emily crashed when the navigator attempted a landing on a river near the Chinese coast. Admiral Yamagata and some staff officers survived, but when he realized that capture was close at hand, the admiral fell on his sword. Jim Hanford

LIBERATOR LOGBOOK is a new feature, with the goal of sharing personal experiences involving Liberators. If you have had any experience in the building, flying or maintenance of a Liberator, or know of someone who has, you are encouraged to contact Stan Reich (427-8014) or Jim Hanford (562-3283) who will be glad to prepare it for publication. The above account was condensed and paraphrased from Steve Birdsall's LOG OF THE LIBERATORS (pp. 150-3).

Did you know that at its peak the Ford B-24 plant at Willow Run employed over 42,000 people?

Did you know that Ford produced 1 B-24 every 55 minutes in late 1944?

HANGAR TALK

On Jan. 5, 1983, our first membership meeting of the new year got the year off to a great start. Newly elected officers from the Division and the National Board were present for swearing in ceremonies for the 1983-84 year. Congratulations to all elected Officers.

Programs and events are already in the works for this year. The first 2 big events are the Fly-in breakfast in May and our air show in June

Hangar restoration will start up again this month. Would you believe that most of our work is done during the winter months? We'll be forming new project committees so please let me know if you would join my team. If you've never tried Bill Abbotts hot dogs at the Hangar on Saturday you are really missing something.

Another WWII training plane wheeled into our hangar a few weeks ago. It's a SNB-1 built by Beechcraft in 1943. It was used as a Navy Bombardier trainer and for Coastal Patrol. The Army version was the AT-11 trainer. The plane was recently purchased by Chuck Wooliver YAF #083, Dan Miller YAF #116, Dave Miller YAF #136 and Pop Miller. The plane was based at Blissfield Mich. Its last Navy base was North Isle Calif. near San Diego. Work is beginning on restoring it back to Navy Colors. The SNB-1 has a span of 47'8", length of 32'2", height of 9'8", and sports 2 Pratt and Whitney R 985s, 450 hp. Empty weight is 6176 lbs., with gross at 8727 lbs. Cruise is 142 kts. with a maximum range of 870 N.M.

The US National Aerobatic Championships were concluded last Oct. 9. THis time they were held at Grayson County Airport, Denison Texas. Where is Denison? Its about 60 miles north of Dallas, near the Oklahoma border. Its President Dwight D. Eisenhowers birthplace. In the unlimited catagory 19 pilots participated. Leo Loudenslager placed 1st, Henry Haigh from Howell Mich placed 2nd. Leo lost his world title in Austria this year, but came back to capture the US National title for the history making seventh time. His plane is a Stevens Akro modified. He calls it Lasher 200.

Yankee Air Force Membership now stand at over 1300. Make it a goal that during the month of February every member introduces just one new person to the Yankee Air Force, regardless of which Division you are in. Membership is our life blood; WORK AT IT!

Division News

NORTHEAST DIVISION - YAF SECOND

The Northeast Division of the Yankee Air Force was formed in August of 1982 and is located at the historic Curtiss-Wright Airport, now Essex County Airport, Fairfield, New Jersey just 18 air miles northwest of the Statue of Liberty. The membership mark is now well over 100 and growing steadily. The formation of this Chapter is due largely to the work and efforts extended by Geoffrey Gerling, and thanks is extended for those efforts.

The Northeast Chapter meets the first Wednesday of each month under the direction of President, Lee Herron, and Executive Officer, Ray Golowach, at its World War II Ready Room at the Essex County Airport in Fairfield New Jersey. The Meeting Room was built by members and decorated in the style of an 8th Air Force Ready Room, wood benches and all. It was dedicated on Dec. 1, 1982 with a very special guest speaker, Herbert O. Fisher Ph.D., Test Pilot for the Curtiss-Wright corp. for many years. Herb has 19,351 hours as a pilot in command of 2,500 different P-40 Tomahawks, P-36s, P-47s, F8F Bearcats Hawk 75s, C-46s over the Hump, and a Jap Zero. He is the first living civilian to be presented the Air Force Air Medal by President Roosevelt.

The group is proud of the Yankee Air Force booth which was built by the membership and displayed at the Teterboro, Lincoln Park, and Sky Manor Air Shows in New Jersey during 1982. The booth was manned by members in class "A"s and is credited for doubling membership in less than one month during that period. Future plans for the booth include Mall displays where recruiting efforts will continue.

Acquisition of equipment has moved at a very steady pace with the group now having a Allison V-1710 engine, B-24 Gun Turret, A-26 Remote Gun Sight, $30,000 worth of Wright Cyclone R-1820 engine parts, B-29 APU, and a 1960 14,000 pound Chevy Box Truck. The most recent acquisition consists of a large quantity of major assemblies for a Consolidated-Vultee L-13 aircraft. The L-13 is a very unusual aircraft with only 300 having been built. The group feels that it is fortunate to acquire these assemblies and has scheduled a long range restoration project, the completion of which will virtually assure them of almost a "one of a kind" aircraft.

Priority is currently being placed on fund raising in order to secure a C-45 Expediter aircraft. It is felt that by acquiring this aircraft, which is in flyable condition, the groups recruiting program will be vastly improved.

A Speakers Group has been formed which is prepared to attend the meetings of other clubs to present the purpose and goals of the Yankee Air Force to that clubs members and to solicit donations and new members. The group has already attended a meeting of the Air Force Association in this capacity.

The Northeast Division is very proud of the fact that the Log Book being used throughout the entire Yankee Air Force as a means to record members efforts was designed by one of its members, Ray Golowach.

The Northeast Division shoulder and cap patches have been received, and are available for $2.50 each.

A banner year is being looked forward to by members who are anxiously awaiting the now numerous and available restoration projects. In order to assure all members that desire to work on these restoration projects a chance to do so, a Aircraft Mechanics course is being assembled to be taught by members qualified as Aircraft and Powerplant Mechanics. A work shop adjacent to the Meeting Room is receiving priority treatment so that it will be available for the work to be accomplished on these various projects.

The Northeast Division says, "Give us some Elbow Room World, here we come".

Otto Mueller YAF #881

MID-MICHIGAN DIVISION - YAF THIRD

On Dec. 8, 1982, the Mid-Michigan Division (MMD) held its first general membership meeting and elected officers, and filled some vacancies on committees. Dave Pettyes YAF#244 was elected President. He immediately forwarded the application for acceptance to the Yankee Air Force. At the Dec. Board meeting of the Yankee Air Force at Willow Run, the application for Divisional Status of the MMD was approved. The Mid-Michigan Division is now the official Third Division of the Yankee Air Force.

At our Jan. 12, 1982 meeting we discussed what our goals and objectives will be. Our office at Skybolt needs work. It needs to be painted. we have some chairs, file cabinet, desk, lamp, bookshelves, and some pictures. if anyone can help with renovating the office, or donate paint, lightbulbs, lampshade, books or for that matter anything that is used in a officer, please get in touch with one of the MMD Officers. Remember, anything that is donated is a full tax deduction. Check with businesses, factories and friends.

Retail Sales: Richard Pilon has taken it on. We will soon have available YAF items. The YAF has a great range of items from tie-tacs to winter jackets. These retail items are of two kinds: Official items for members only,and items for general sale to the public. Buy some items for yourself or for a friend. Get people interested in the YAF. Recruit new members. We have 40 now, if everyone recruited one new member we would have 80!

Financial News: Pres. Dave Pettyes received a check from YAF-HQ. Dave and Mike Mills opened a checking account so we can get the MMD off on a good foot. Nancy Pilon has graciously accepted the job of treasurer. So far, so good.

Sunday May 8, 1983, the Mid-Michigan Division will be officially chartered into the Yankee Air Force. The The National Board will be at Skybolt for the dedication ceremony. The YAF-MMD retail sales will go full blast. We are getting ready for a big blitz at our local radio, TV, and area newspapers. This is critical for the media recognition of the YAF National and the Mid-Michigan Division.

If anyone is interested in joining any of the established committees, seek out the chairperson and climb on board. Anything of historical value, books, pictures, drawings, etc. that are donated to the MMD or the YAF National Museum, will be forwarded with the members name, information, and YAF number. We need books for the division library. This material will be used by the MMD members in the building, and not for loan at this time.

Spread the word, over there, anywhere that the YAF is coming, and we won't give up until there are YAF members everywhere. YAF fever is contagious-spread it!

NORTHEAST DIVISION area code 201

President, Lee Herron	575-9621
V.President, Ray Golowach	948-4586
Treasurer, Nadia Golowach,	948-4586
Secretary, Diane Dempsey	575-9221
Director/Liason Otto Mueller	239-2546
Director, Bill Bielauskas,	790-7475
Director, Donna Bielauskas	790-7475
Director, Bob Macanga	226-9075
Director, Bob Fenner	467-1944

Chairpersons

Transportation, Bill Bielauskas
Supplies, Donna Bielauskas
Hangar Operations, Bob Macanga
Aircraft Procurement, Bob Fenner
Restoration, Otto Mueller

Historian, John Golderer,	438-1936
Hangar Maint, Jack Decker	728-7674

MID-MICHIGAN DIVISION area code 313

President, Dave Pettyes,	659-1686
V.President, Mike Mills	767-1424
Treasurer, Nancy Pilon	517-725-7663
Secretary, John Kondon	238-9035
Director, Dave Cousineau	629-7772
Director, Howard Warren	
Director, Don Goble	239-4970
Director, Walter Hendrich	655-6032
Director/Liason Rich Hinspetler	517-862-4823

Retail Richard Pilon 517-725-7763

NATIONAL BOARD OF DIRECTORS

President, Harry Terpstra	485-3049
V.President, Paul Kasmer	
Treasurer, Patti Meyer	439-7976
Secretary, Cindy Smith	487-5965
Director, Dennis Norton	482-5548
Director, T.J. Wilkins	525-2616
Director, Phil Lundy	644-9171
Director, Elmer Spencer	485-8900
Director, Al Bittner	699-9215

NEWSLETTER NEW FEATURES

Some new features appear in the newsletter this time. For the first time we have a column for "Letters to the Yankee Air Force. If any members or non-members have questions, suggestions or complaints please feel free to address a letter to the editor. We'll try to publish as many as we can, space permitting. The newsletter staff must reserve the right to edit the letters so as to keep them as short as possible, due to our limited space. We will not change the nature of the letter or its major phrases. If you will keep your letters short, the chances of it being printed in full are much greater. As always, the Yankee Air Force does not guarantee the accuracy of anything printed in this newsletter, nor can it be held responsible for individual comments made here.

The short quotes you see in the newsletter this time are also new. Members are encouraged to send in one liners stating some relatively unknown fact about B-24s etc.

The Liberator Logbook is also new. Members are encouraged to send in personal experiences with Liberators, or experiences of friends. Those should be sent directly to Jim Hanford at the YAF address.

Members are also encouraged to send in interesting photos of YAF members from all divisions. (Sorry no photos can be returned-make copies if you wish them back). We'll try to print some in each issue.

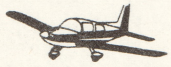
WILLOW RUN DIVISION
BOARD OF DIRECTORS (area code 313)

President, Dennis Norton	482-5548
V. President, T.J. Wilkins	525-2616
Treasurer, Nancy Lockwood	482-4120
Secretary, Audrey Ray	729-0139
Director, David Cunningham	981-5908
Director, Paul Kasmer	774-2929
Director, Frank Modlinski	427-5409
Director, Robert Smith	649-2234
Director, William Wier	58247794

HANGAR AND ROOM RENTALS

The Yankee Air Force Hangar is available for aircraft rentals and room rentals. If you are a member and own an aircraft which is a military aircraft or you own a civilian aircraft which is at least 30 years old, you may wish to rent space for your plane in the YAF Hangar. Rents help fund the restoration and operation of the Hangar. Contact Greg Smith, 487-5965 for information.

ACME
FLIGHT SERVICE



Flight Training
Aircraft Rental Pilot Supplies
Maintenance Aerial Advertising
WILLOW RUN AIRPORT
BOX 852
YPSILANTI, MICHIGAN 48197

GREG SMITH YAF #005, CINDY SMITH YAF #01C

"TIN LIZZIE"

Casual Dining & Spirits
I-94 AT BELLEVILLE RD — 697-6888
NOW SERVING
DEEP DISH PIZZA

GARAGE SALE
GARAGE SALE
GARAGE SALE

APRIL 23 AND 24

Donations needed Everything

SUPPORT THIS FUND RAISER FOR THE YANKEE AIR FORCE HANGAR FUND

Bring to Yankee Air Force Hangar Saturdays, from 9:00 to 4:00 or on meeting nights.

TO BE A SUCCESS WE NEED YOUR HELP!!!

Questions--- call Dee Wilkie 495-1111

Did you know that the east side of Willow Run was the US Army Air Base during WWII, and that the YAF Hangar built in 1942 was generally the last hangar the B-24s were in before they left Willow Run for their final outfitting base? Its True!

OUT OF PRINT
BOOKS/ MAGAZINES
Send for our unique catalog listing hundreds of pilot and collector needs. $5.00 per year includes revisions, all other countries $10 US
AUTHENTIC
WWI and WWII
MILITARY and ANTIQUE
AERONAUTICA
THE AIRPLANE SHOP INC.
ESSEX COUNTY AIRPORT
125 PASSAIC AVENUE
FAIRFIELD, N.J. 07006
Lee Herron Y.A.F. #44
201-736-9092
201-575-9621

YANKEE AIR FORCE INC.
P.O. Box 1100
Ypsilanti, MI.
48197

support your Yankee Air Force committee chairpersons --- VOLUNTEER NOW!!!